REFERENCE TO THE DEPLORABLE PLIGHT OF EX-SERVICEMEN

श्री सत्य पाल मलिक (उत्तर प्रदेश) : श्रीमन, कल भूतपूर्व सैनिकों का वोट क्लब पर प्रदर्शन हुआ और इसके पहले भी ये लोग अपनी मांगो को लेकर दिल्ली में प्रदर्शन करने, मिलने जुलने का कार्यक्रम करते रहे हैं। इनको जो शिकायतें है, उनको सरकार ने वाजिब मानते हुए एक कमेटी बनाई थी जिसके अध्यक्ष श्री के० पी० सिंह थे। उस कमेटी ने लगभग 70 सिफारिशें उस संदर्भ में की थीं जिनमें से कुछ सिफारिशें मानी गई लेकिन वे भी लागू नहीं हुई। मैं सरकार से निवेदन करना चाहता हूं कि अब जो सेना के लिए लड़ने वाले लोग हैं उनके बुढ़ापे का ख्याल कोई मुल्क या कौम नही रखता है तो उस मुल्क या कौम को देश की नई पीढ़ी सुरक्षा के लिए हासिल नहीं होगी। उनकी जो मांग हैं उनकी टैक्नीकेलिटीज में मैं नहीं जाता हूं, मगर चूंकि मैं गांव से आता हूं खेती हमारा पेशा है और हमारे गांव में लगभग 5-7 परिवार के पीछे एक न एक आदमी जरूर फौज में है। उसकी जो बाकी शिकायतें है वह छोड़ भी दूं तो मैं जो महसूस कर रहा हूं इस वक्त वह यह है कि गांव का समाज इस वक्त इतना छिन्न भिन्न है, इतना आर्थिक संकट में है कि वहां परिवार का जो रिश्ता था, परिवार के जो बांडस थे वे इस तरह से बदले हैं कि जब एक आदमी फौज से वापस आता है तो वह स्वागत योग्य नहीं रहता, उसके भाई, उसके रिश्तेदार उसकी जमीन जोतने वाले उसको वापस गांव में देखना नहीं चाहते। उसमें हिस्सा नहीं देना चाहते। कुल मिलाकर जब वह देश की रक्षा के बाद, तीन-तीन लड़ाइयों के बाद वापस घर लौटता है तो उस बेचारे का कहीं कोई स्वागत नहीं होता। कहीं उन्हें कोई सैटल करते की जरूरत नहीं समझी जाती मकान बनाने की जरूरत नहीं समझी जाती। वह एक तरह से उखड़ी हुई सड़क पर रह जाता है। जो बदली हुई परिस्थितियों हैं उनमें वह एक बोझ है। गांव में वापस जा नही पाता, परिवार से अपना हिस्सा नहीं पाता, कोई जीवन-यापन परमामेंट नहीं है उसका जीवन यापन की कोई चीज उनके पास नहीं रहती। इन स्थितियों को देखते हुए जो भूतपूर्व सैनिकों की समस्या है उनको हमें ज्यादा गम्भीरता से लेना चाहिए। इसमे न सिर्फ भूतपूर्व सैनिकों का भला होगा बल्कि आने वाले दिनों में बहतरीन नौजवान जिस तरह के जवानों का ढांचा आज हमारे देश में बन रहा है, फौज में, जिस तरह का पूरा ढांचा बदला है उसमें जो नये-नये तरीके का यांत्रिकीकरण हुआ है उसके लिए बेहतर लोग तभी मिल सकेंगे जब हम उनकी जिन्दगी में आखिरी के दिनों में कोई सुरक्षा प्रदान करेंगे। इसको दृष्टिगत रखते हुए भूतपूर्व सैनिक की मांगों को तत्काल मानना चाहिए और उनको जल्दी से जल्दी इम्पलीमेंट करना चाहिए। यही निवेदन मैं सरकार से करना चाहता हूं।

THE BUDGET (RAILWAYS), 1986-87—

MR. DEPUTY CHAIRMAN: Railway Minister will reply to the debate.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Deputy Chairman, we had a very enlighting and constructive debate on the Railways budget and I am, indeed, grateful for the support that we received from all section of the House. I can assure the hon. Members that this will certainly act as a further source of inspiration and spur us on to greater efforts. We have received a large number of valuable suggestions. There has also been some criticism; but the criticism has been constructive in nature and welcome this criticism in the spirit in which it was made because without criticism one cannot hope to improve.

As you know, transportation is vitally inter-linked with the economic development of the country. It allows land to be subjected to economic exploitation; it motivates labour and capital to proliferate; it leaves indus-

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try and agro-economy to develop, and trade and commerce to discover new frontiers. In this country, Indian Railways are the main component of the transport sector and, therefore, our role acquires a new dimension. In the development of the nation, our performance becomes crucial.

As the House is aware, the Indian Railways are the second largest in the world, covering a network of 61,000 kilometres approximately. The total track Kilometres that criss-cross the subcontinent is approximately 1.86 lakh and in 1984-85, this massive network carried 3333 million passengers, and 236.4 million tonnes of revenue-earning traffic.

Hon. Member, Mr. Upendra made mention of the fact that in his opinion passenger traffic had been declining. With due respect to the experience that he has and the knowledge he has of the railway working, I would like to take this occassion to point out possibly a slight confusion. The number of originating passengers at the end of the Fifth Five Year Plan was 3504 million comprising 1928 million suburban and 1576 million non-suburban, as against the total traffic of 3333 million during the year 1984-85 which consists of 1,884 million suburban and 1,449 million non-suburban. The figure of 1,449 million passengers represents only the non-suburban passengers and, therefore, is not comparable with the 3,504 million at the end of the Fifth Five Year Plan, Plan, which includes both.

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): The total is also less.

SHRI MADHAVRAO SCINDIA: It is not. In fact, this year, it has gone up by another 4 per cent.

SHRI PARVATHANENI UPENDRA: It is 3,500 and 3,300 million. It is less.

SHRI MADHAVRAO SCINDIA: It is estimated that the traffic this year will have gone up by another 4 per cent.

SHRI PARVATHANENI UPENDRA: 1985-86 you mean?

SHRI MADHAVRAO SCINDIA: Yes.

SHRI PARVATHANENI UPENDRA: I quoted 1984-85 figures.

SHRI MADHAVRAO SCINDIA: Sir, under the experienced captaincy of Shri Bansi Lal and due to the very hard work put in by railway men all over the country there had been remarkable improvement in freight performance. In 1976-77, I would like to remind the House, the railways lifted only 212.6 million tonnes of originating goods traffic. This sunk to an abysmal low of 193.12 million tonnes in 1979-80. This year, the Planning Commission targeted us to lift an extra 14 million tonnes, which is almost double the average rate of annual increase in traffic. However, in spite of our rolling stock fleet remaining almost the same, I am happy to inform the House that in the current year, we hope not merely to achieve the 250 million tonne target but go far past it.

AN HON. MEMBER: I think, Shri K. K. Birla, raised the point of coal loading. In a meeting held sometime wagons of coal per day. Subsequently, in January, we committed the railways to the figure of loading 13,450 I am happy to inform the House, not only have we achieved this figure, but we have also hit the figure of 14.000 wagons per day. This is an all-time record.

Mr. Sen had mentioned a decline in loading of fertilisers. He obviously, is misinformed. Railways lifted 12.13 million tonnes during 1984-85 against the original target of 9 million tonnes of fertilisers. There was no shortfall. Even in the current year the movement of fertilisers is nearly 30 per cent above target. Heavy haul 9,000 tonne trains have already been sucessfully introduced.

I am conscious of the fact that it is not only the tonnage which matters, but also the lead through which the goods are carried. In fact, the net tonne kilometres of revenue earning traffic is a better performance indicator, both from the operational as well as financial point of view. Similarly, net tonne kilometres per wagon per day is the best efficiency indicator, as it is directly related to wagon utilisation. Here, an all-time record has been achieved. This year, we will, perhaps, achieve 192 billion net tonne kilometres and next year, we are aiming to surpass 200 billion net tonne kilometres. Such is the enormity of the railway exercise we are involved in. These are staggering figures. One shudders to think as to what would happen if the organisation was unable to meet or cope with the challenges confronting it and the nation. It is, therefore, very essential, Mr. Deputy Chairman, Sir,—I think, it is also very well understood by all Members of the House—that this vast and important infrastructural requirement must be kept in fine fettle and in good shape. There are many factors which go into the efficient working of the railway system, but in my opinion the key factor is the vast and talented human asset employed in this exercise. At this juncture, I would like to pay a tribute to that family and express my deep appreciation of their talents and their ability. During the course of discussions in both the Houses, both of us, Ministers were fortunate enough to be the recipient of many accelades, but, Sir, if credit is really due it is to the vast railway family of officers, staff and railwayman who have put their shoulders to the task in a spirit of camaraderie, hard work and diligence.

As an hon. Member pointed out, our request had been for a much higher allotment in the Seventh Five Year Plan. However, we fully understand that the Planning Commission and the Finance Ministry, recognising our crucial role, have perhaps done the best possible under the circumstances and allotted Rs. 12,334 crores. It is our endeavour to add to the national effort by raising our own internal resources. I would like to point out that whereas internal resource generation in the Indian Railways during the Sixth Five Year Plan was 42 per cent with budgetary support of 58 per cent, we have in the first two years of the Seventh Plan increased our internal resource mobilisation from 42 per cent to 52 per cent. In other words, out of Rs. 2650 crores we aim to raise Rs. 1270 crores. Sir, this Government under the leadership and guidance of Shri Rajiv Gandhi believes in measures which would contribute to the long-term health of our country. We shun these measures whose benefits are short-lasting and which are resorted to by a weak Government, succumbing to the temptation of merely playing to the gallery/and achieving short-term popularity at the cost of the long-term interest of the nation. Can I humbly remind the hon. Members that there was a time in 1977—1979 when this course was industrially pursued by the Government of that time? You ask today why only a hundred crore is allotted to now lines. My answer is, because of the backlog of track renewals which demands that we allocate as much as Rs. 595 crores. Otherwise, the whole system would be placed at risk. You ask why only Rs. 9 crores have been allotted to passenger amenities. My answer would be, because Rs. 875 crores had to be allocated to rolling stock due to inadequate replacements in the past. You can ask why only Rs. 50 crores are allocated to gauge conversion. My answer is, because electrification was ignored. The blacklist of 1977 to 1979 would be endless. That is why we are left in a position where we have to make sacrifices so as to salvage and preserve the system which is our lifeline, our bloodline.

Hon Members will be surprised to know that surplus budgets were shown in the years 1977 to 1980 by

[Shri Madhav Rao Scindia]

sacrificing the long-term interest that I am taking about. For instance, money ploughed back in the Depreciation Reserve Fund was merely Rs. 140 crores which amounted to 2.9 per cent of the total capital at charge at that particular time. You showed a surplus by merely cutting back on the Depreciation Reserve Fund. I am in a happy position, Sir, to say today that our Government has the courage and guts even if at the sacrifice of short-term popularity to raise the amount to a healthy figure of Rs. 1250 crores or 12 per cent of the capital at charge. None of us is permanent, but the system is. We owe it to the system to impart to it good health of a permanent nature during our tenure. Some hon. Members referred to the high priority that should be given to track renewals. Mrs. Krishna Kaul talked about reconditioning and reprofiling of rails. This is being done. We had an accumulated backlog of 19,500 kilometers of sick track at the end of Sixth Plan. It is our endeavour to wipe out these arrears in approximately 10 years' time. That is why as much as Rs. 502 crores were allocated in the current year. This allocation has been further raised in the next financial year to Rs. 595 crores In the period April to February, 1984-85, we had achieved 2,250 kilometers of track renewal. One Member pointed out that our performance on track renewal compared to earlier years was not satisfactory. In the 11-month period of April to February, 1984-85, we achieved 2,250 km of track renewal. The figure this year—1985-86—for the 11-month period has shown an increase of 38 percent. To the end of February 1986, we have renewed 3100 km of track against a target of 3000 km of track renewal for 1985-86. We are not stopping short here. We hope to achieve over 3,200 km of track renewal by the time this financial year ends.

Other hon. Members have drawn our attention to the urgent necessity to replenish our rolling stock. It is because of this that we have allocated as much as Rs. 875 crores this year—an increase of 32 percent over last year. In accordance with this programme, the production capacity of Chittaranjan will be increased from 60 to 70 electric locomotives in 1986-87 and by the end of the Plan period, this capacity should go up to 100. Similarly, we will be manufacturing 135 diesel locos at DLW. Of course Mr. Sukomal Sen criticised us that our wagon allocation was not of the required quantity. He mentioned that the capacity for wagon production was 35,000 units. I did try humbly to correct him on that particular occasion. I have re-checked and it is a fact that our wagon production capacity in this country is 26,800 odd and in West Bengal it is 18,500 odd and not 35000 and 26000 as he stated.

SHRI NIRMAL CHATTERJEE (West Bengal): May I just make one comment? I also checked up after discussion with you. The Planning Commission gave a figure of 28,000 and the Press interestingly mentioned a figure of 30,000 as effective capacity. So I would request the Minister to once again check up where exactly the figure lies.

SHRI MADHAVRAO SCINDIA: I still adhere to my figure of 26,800 because members of the party in West Bengal seem to have a different formula in determining the yardsticks and arriving at figures. I still stick to the fact that our capacity is 26,800 . We were criticised on some other aspects by Mr. Sukomal Sen. He wanted us to make much greater allocations and on the other hand he said that we shoud not even have raised whatever modest increases we made in tariff. On the one side he wanted more money on the other side he said that even modest increase should not have taken place. As far as the Metro underground is concerned, he insisted that we should complete it soon, that we give it proper allocation, that we go ahead speedily, at the same time he wanted us to construct the underground railway without digging up the

roads. So, this is very strange formula and I certainly would like to be enlightened as to what these special formulas have been arrived at by the Members of the ruling party in that particular part of the country.

1.00 P.M.

Along with this, it is also very important to modernize our wrokhops and improve our POH turnout. A number of honourable Members made mention of this.

SHRI R. MOHANARANGAM (Tamil Nadu): Why is Mr Nirmal Chatterjee keeping quiet? .. (*Interruptions*)...

SHRI MADHAVRAO SCINDIA: Dr. Shanti Patel, Mr. Kalyanasundaram, Mr. Mishra and Mr Yadav made a mention of this. I have got certain statistics here but I don't think I will go into too much detail; I will communicate to the honourable Members later. But I would like to assure them, that, certainly, in Jamalpur and in other places no retrenchment is going to take place. Where we are closing steam POH facilities, where we are closing steam loco sheds, redeployment is taking place and new work is being allotted to those particular areas. Sir POH outturn and modernization of workshops has a direct impact on our efficiency of utilization. The performance this year of these workshops and POH outturn has shown remarkable improvement and workshops have been included in our priorities and we have allotted Rs. 214 crores this year which is almost double the figure of Rs. 115 crores last year. So, where has this Rs. 2,650 crores gone in the main? Sir, Rs. 875 crores for rolling stock, 595 crores for track renewal, 214 crores for workshops, 180 crores for electrification, 110 crores for doubling and 105 crores for traffic facilities, adding up to 2,079 crores which is almost 80 per cent of the annual allocation. To allow for allocations to these high priority areas, the allocations for new lines and gauge conversions is admitted low, but this is a time when we must consolidate and bring the present system back to good health before we expand speedily. For on-going projects Rs. 1,500 crores are required for new line projects and 700 crores for gauge conversion. The allocations for these made in the entire five-year period are Rs. 350 crores and Rs. 150 crores respectively.

Now I would like to touch on the various modernization measures that we have planned for so as to enable the railways to cope with the demand that it has to face in the coming decades. Mr. Sukul made a very valid point about RDSO. It has been decided by the Department of Railways that where it is felt that an officer involved in important research work becomes due for promotion to a higher grade and his continuation in RDSO is considered desirable in the interests of the work, he would be given the higher scale in the RDSO itself by suitable adjustments in the overall posts in the cadre.

First and foremost in our modernization schemes is the Rs. 520 crores OIS freight computerization scheme which was targetted and is still targetted for 1993-94. We are trying to move this target down to 1991. While dealing with computerization I would like to allay the fears of honourable Members. Computerization is certainly not going to lead to retrenchment or of diminishing of the labour force. We are going to ensure that not a single man is retrenched because of modernization or because

of computerization and the labour force is redeployed. The freight computerization scheme, when employed in railways abroad, has had a very great impact on their efficiency of utilization and we are also expecting that it should have an impact of at least 20 per cent on our utilization.

The importance and relevance of freight computeriation cannot be underestimated. Freight movements are the sinew and fibre that are so vital for the life and the blood of the national economy. And sometimes the role of freight movements is not fully or adequately appreciated. I would say that even more than the strict self-discipline which we have adopted in the matter of passenger tariffs, the largest single contribution made by the Railway Budget this year has been on the maintenance of freight tariffs. It is a well-known fact that whereas passenger tariffs are non-inflationary, hike in freight tariffs are. No hike in second-class ordinary passenger tariffs has been widely welcomed by all sections because of the direct relationship, the direct impact on the user. But if freight tariff discipline had not been maintained, there would have been a larger inflationary pressure resulting ultimately in a much greater adverse impact on the common man.

SHRI PARVATHANENI UPENDRA: Is it an assurance that you would not increase them in future?

SHRI MADHAVRAO SCINDIA: As far as the rolling stock is concerned, it is high time that we upgraded the electric locomotive technology at Chittaranjan. It is indeed disappointing that the technology for our 3900 horsepower electric locomotive produced at Chittaranjan is still based on 1960 vintage, very disappointing. Through the import of eighteen 6000 horsepower electric locomotive we hope ultimately to successfully adapt a new generation electric locomotive and produce this new generation locomotive in Chittaranjan by 1990. In the meanwhile, our electrification programme envisages a requirement of approximately 500 to 550 electric locomotives in the Plan period, and there is a shortfall of approximately 100 to 125 electric locomotives in our indigenous capacity. It is our effort to ensure that this gap is filled by production of an adequate number of electric locomotives from BHEL. The indigenous 2,600 horsepower diesel locomotive produced at DLW, Varanasi, is based on 1950 technology. Here again it is proposed to import 50 locomotives so that the technology transfer to produce the new generation 4000 horsepower diesel locomotive can take place. This new technology is so necessary both for passenger and freight movements because it will yield high fuel efficiency, high availability for traffic use, easy maintenance and high service reliability.

SHRI NIRMAL CHATTERJEE: Technology can only be imported?

SHRI MADHAVRAO SCINDIA: No. I do not say that. This is a one-time import. Would you like me to respond to your remark. I do believe that technology once imported and once transferred to our production units should have been upgraded from year to year by using our own indigenous knowhow. We have very brilliant production engineers, we have very brilliant talent available to us in our country. And somehow, I feel, we missed out on this. This is possibly a lapse. And we are hoping in the future to plan in such a way that we do not depend for research and development just on RDSO, but we would like each production unit to have at least a small research and development all within that particular unit so that it can keep on developing the technology that it has imported. (*Interruptions*)

I will give you some more fuel for comments, because now I am coming to matter of coaching stock. In the matter of coaching stock an hon. Member had drawn my attention to import of 60 new coaches. He was quite right. I think he was probably Mr. Kailashpati Misra, if I am not mistaken. He was quite rightly perturbed that we were importing these in spite of having some little indigenous capacity. However, to

put the doubts of the hon. Member to rest, I would like to assure him that we fully realise how valuable the foreign exchange is. And it is our endeavour to restrict import to only these items which are absolutely vital and necessary, and that too in as small a number as possible. It is only with this in mind that the Railways have cut down the import of spare parts for the Railways as a whole to about 6 per cent of our total requirements. Hon. Members will be glad to know that even the import content of our indigenously manufactured diesel locomotive and electric locomotives is only about 5 per cent. The sixty coaches that are being imported are purely with technology transter in mind. This one time import would enable us to produce indigenously a new generation coach for the Indian Railways, with capability for high speeds and incorporating the latest features in suspension, breaking, train lighting, airconditioning, corrosion prevention all leading to improved passenger comfort. The type ultimately selected would be manufactured, to start with, at the Rail Coach Factory, Kapurthala and subsequently at Integral Coach Factory, Perambur.

Here is yet another item. With further modernisation in mind the search is on for the new frieght bogie, for high service reliability, easy maintenance, and reduced rail/wheel wear. With this in mind a total of 1800 freight bogies are proposed to be subjected to extensive tests and service trials for comparative evaluation and final selection.

In this context, I would like to mention the great confidence we have in the ability of the Engineers and men working in our production units. This year they have done the Railways proud. C.L.W. production has increased by 13 per cent, DLW by 12 per cent. ICF and Wheel and Axle Plant will more than meet their targets this year. It would be pertinent to point out here that according to the earlier estimates of the World Bank, the red rag to some sections of the House, the target of 23,000 wheel sets was to be achieved in four years' time.

Our aim is to achieve it by next year. And if we do achieve it by the next financial year, we will have achieved a target which we were supposed to achieve in four years, in two years flat.

In the pursuit of modernisation, it is with feeling of nostalgia that we are quickening the phasing out of that old war horse the Steam Locomotive. An hon. Member had mentioned the importance of a quicker switch-over to Diesel and Electric. The point is well taken and I thank him for having appreciated the vital factors that would contribute to the quicker pace of improved efficiency. The original target for phasing out steam was 2013 A. D. The target has, however, been revised and the Railwasy have been told to ensure that the last steam belching Iron Herse trundles into the nearest local Museum by the year 2000.

SHRI NIRMAL CHATTERJEE: 2000 B.C.

SHRI MADHAVRAO SCINDIA: At least I am not living in B. C.

Some Opposition Members may be.

Another aspect of railway working which many hon. Members laid stress on was electrification. It is widely accepted that electrification becomes remunerative on high-density lines. We have resolved, therefore, that in the Seventh Plan period the electrification of the Delhi-Bombay, Delhi-Madras and Bombay-Calcutta lines will be completed. With the Delhi-Howrah Grand Chord line, already being fully electrified, this would mean the completion of the electrification of all lines with highest traffic density.

SHRI PARVATHANENI UPENDRA: What about the other trunk routes like Madras-Calcutta?

SHRI MADHAVRAO SCINDIA: You should not be worried. You should be very happy. I would not make a mention of what we have done on your request.

[Shri Madhavrao Scindia]

I would now like to touch upon the financial performance of the Indian Railways expected to be achieved in 1985-86. Post budgetary factors, due to extraneous circumstances which were not in our control like interim relief, higher fuel cost, higher input cost etc. added approximately Rs. 178 crores to our expenditure. Through strict financial control not only have the Railways managed to absorb this addition to our financial burden, but we have also fully met the increased DRF contribution of Rs. 920 crores and the full dividend liability of Rs. 520 crores. Yet, we are not merely ending with the targeted surplus of 74 crores but will probably achieve a surplus of 85 crores. Honourable Member, Shri Upendra talked about inventory control. This is a very important aspect.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (RAJYA SABHA) (SHRI SITARAM KESARI): Remote Control.

SHRI MADHAVRAO SCINDIA: His remote centrol is from Hyderabad. Unfortunately it is not with me.

In 1971-1972 the inventory turn-over ratio was 77 per cent, in 1984-1985 it was 36 per cent. But even this is not good enough. Our aim is to bring it down to at least between 25 to 30 per cent. Increase in the working expenses for this budget year 1986-87 have been kept to the bare minimum as the Railways will be making a determined effort to achieve further economies, by even more efficient management of resources. To our working expenses have to be added the contributions to the depreciation reserve fund of Rs. 1250 crores and to the pension fund of Rs. 280 crores. Our total working expenses are estimated to add upto Rs. 6230 crores as against the gross traffic receipts of Rs. 6743 crores. Taking also into account the net miscellaneous receipts of Rs. 70 crores, the net revenue left for the Railways in the budget year would be Rs. 583 crores which is Rs. 7 crores less than the dividend liability of Rs. 590 crores. Not only, therefore, do we have to make up the shortfall of Rs. 7 crores, but we have also to create a surplus to service the development fund from which alone can we meet the cost of works relating to passenger amenities, staff amenities, etc. Many Members have asked, why a surplus at all? Provision for these works in the budget year will be around Rs. 69 crores and thus we need to create a surplus of about Rs. 76 crores. Even I have a very bad head for figures, but even I have understood this. Our anxiety was to see that whatever adjustment we carried out in this regard did not hurt the lower income group or result in inflationary pressures. That is why we did not touch freight and proposed only a modest increase in passenger fares.

SHRI PARVATHANENI UPENDRA: You give us an assurance that in future you will not touch freight charges. You are on record that any hike in freight rates will add inflationary pressures.

SHRI MADHAVRAO SCINDIA: Everyone knows it. We are not a closed Government. This Government is an open government. Our problems and the economic theory, we believe in, we share with everyone. But sometimes there are compulsions which leaves no alternative. So no commitment can be given.

That is why we did not touch frieght and proposed a modest increase in passenger fares. By exempting second class ordinary passengers and monthly season ticket holders from any rise in fares we have left unaffected, 90 per cent of the travelling public. Of the remaining 10 per cent, for those who travel in second class mail and express trains we have proposed only a modest increase of 7.5 per cent upto 250 kilometres and 5 per cent beyond. (*Interruptions*) Before I respond, let me continue Sir, I would like to mention here that the basic fare structure in the Indian Railways is telescopic and thus the impact of an increase will progressively reduce as the distance increases. Not

only, therefore, is a differential created between the increase upto 250 kilometres, and that beyond it, but the telescopic nature accentuates this even further. In money terms the actual impact of proposals on the fares of second class mail and express trains would be from 1 to 170 kilometres, Rs. 1; from 171 to 600 kilometres Rs. 2; and from 601 to 950 kilometres Rs. 3. I think the Honourable Members would agree that the increase is truly modest.

Shri Upendra and Shri Birla drew attention to the operating ratio which is the ratio of the working expenses to the traffic earnings. According to them, this ratio is on the high side estimated at 91.3 per cent for the year 1985-86 as also for the year 1986-87. I am sure that if one of Mr. Birla's industrial units was faced with such a situation, all he would do would be to raise the price and improve the operating ratio immediately. Such a recourse is not always open to us. Railways are undoubtedly a commercial exercise, but with certain provisos, in that, the commercial outlook has to be tampered with certain social obligations that we perform for the country as a whole. At the same time, when you apply operating ratio to Railways in purely commercial terms, it would not be fair to pass a judgement on the Railways in purely commercial terms without discounting the social burdens they carry or the internal resources they mobilise. If you, therefore, want to judge the Railways in commercial terms by quoting the operating ratio, then that ratio must be arrived at after taking into account the high rate of contribution to the D.R.F. and the financial burden due to social obligations. Even if the D.R.F. is deflated to the level of 1979-80 which was the last year of the Janata Rule, the operating ratio of the Indian Railways for the year 1985-86 decreases sharply to 82 per cent, and for the budgeted year 1986-87 nose dives to 78.2 per cent. If to this is added the cost of social burdens borne by us, which in 1979-80 was approximately Rs. 244 crores increasing to Rs. 1121 crores for the year 1985-86, in a purely commercial situation, the operating ratio for the year 1985-86 would approximately improve to 69.7 per cent compared to 82.9 per cent in 1979-80. It is not static. (*Interruptions*) It is not hypothetical. If you want to make it hypothetical, it is different. I will tell you where the difference lies. The only difference is that the previous Government, the Janata Government, did not believe in fulfilling its social obligations to the people and now therefore, the social obligations borne by the Railways have gone up from Rs. 244 crores in the last year of the Janata rule to Rs. 1121 crores now. So, that is the only difference. Therefore, the operating ratio is disguised, is clocked, because we have increased the capacity to carry the social burden. It is ironical that those very same Janata leaders, Members of this House and members outside, who presided over the Railway Ministry during those—if I may mildly term them—unfortunate years, 1977—79...

SHRI PARVATHANENI UPENDRA: Don't call it so.

SHRI MADHAVRAO SCINDIA: Yes, certainly I will call it so. They have called this budget....

SHRI PARVATHANENI UPENDRA: Those years, 1977—79, were the best years, as regards productivity, I kept quite when you said "populist measures, etc."

SHRI MADHAVRAO SCINDIA: Don't defend an indefensible thing. It is very sad that those people who presided over those unfortunate years have said about this budget....

SHRI R. MOHANARANGAM: Now, they are Members of the other House.

SHRI MADHAVRAO SCINDIA: Some of them may be. But they have called this budget as "indicative of ineffective financial management", and the "last straw on the common man's back". If this performance under Mr. Bansi Lal's captaincy is to be termed as "ineffective financial management", then it would be difficult to search for an adequate term

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to express their tenure from 1977-79 which was a pure and unadulterated catastrophe. There is a well-known saying (*Interruptions*) Even Dr. Shanti Patel is getting up at long last. There is a well known saying that you can fool some people all the time and you can fool all the people some of the time,....

SHRI PARVATHANENI UPENDRA: As you are doing now.

SHRI MADHAVRAO SCINDIA: ...but you canont fool all the people all the time, and the Janata Party learnt this the hard way. I would now like to turn to passenger services and amenities.

Shrimati Monika Das talked about the DRUCs. We have just recently constituted them and strict instructions have been given to the Zones that they should hold these meetings that these meetings should be held at regular intervals. The DRUCs are in the process of constitution and once they are constituted they will follow in the same fashion. There have been several demands in the past....

SHRI R. MOHANARANGAM: What about Madras?

SHRI MADHAVRAO SCINDIA: I think I will have to refer to you. Please wait. I will come to it.

Sir, there have been several demands to introduce more passenger services. The increase in the train movements on the Indian Railways should consist of a judicious blend of passenger and freight considerations. In addition, there is a shortage of passenger coaches. We should be condemning about 2,500 annually. But our production is only approximately 1,300 and so, whenever we wilt under pressure and perforce we have to introduce new passenger services, because of the pressure of demand, we then end up with newspaper photographs being shown in the House similar to the one shown by Shri Satya Prakash Malaviya the other day because if the passenger services have to be increased beyond healthy limits, they can be increased only by utilising the coaches which are internally in a state of disrepair, in spite of the best efforts, because of the shortfall in production. But, incidentally, I would like to say that about the photograph that was shown by Shri Malaviya yesterday, I have already made inquiries and I would like to inform the House that this particular coach was introduced, after complete refitting, on the Meerut section as late as the third week of January, and within one month this was he condition of the coach'.

SHRI JAGESH DESAI (Maharashtra): This year?

SHRI MADHAVRAO SCINDIA: Yes. This is where we require the co-operation of the people and this is where we require the leadership enlightened leadership, of honourable Members...

SHRI PARVATHANENI UPENDRA: From U.P. and Bihar

SHRI MADHAVRAO SCINDIA: Yes, from U.P., and Bihar also, because about 23,000 HPDs are in Bihar and 2300 in U.P., leaving about one thousand for the rest of the country. I am not sure and I would stand corrected on these figures.

SHRI R. MOHANARANGAM: You come to Madras now.

SHRI MADHAVRAO SCINDIA: Additional capacity is going to be created in the country by the setting up of the Rail Coach Factory at Kapurthala and we are increasing the capacity in the Perambur factory from 825 to 1,000 within a short time and once this is done, then we would be able to meet the demand that is there in the country. In the meantime, constant attempt at improving the utilisation is being made through better POH facilities, rationalisation of rakes and an improved time-table, and the POH turn-out has been drastsically reduced. As a result of these measures, my senior colleague, Shri Bansi Lal, has already announced introduction of some trains in the Lok Sabha. But in this particular matter I think you will have to bear with us and to employ some patience. We are also trying to see that punctuality is improved. However, the time required for the increased trargets of electrification and track renewal are running to some extent, at cross purposes to

the objective of greater punctuality. But, in spite of this, punctuality has improved. For the greater comfort of passengers and to improve cleanliness on the Indian Railways, as was done last year, a campaign will also be launched and it would also be ensured that in the summer season adequate drinking water is made available at railway platforms and through special arrangements on running trains. I am grateful to the hon. Members, some hon. Members for having expressed...

SHRI R. MOHANARANGAM: You have not mentioned anything about Madras. You have not entered into Madras city. What about the Madras rapid transport system?

SHRI MADHAVRAO SCINDIA: I request hon. Members to bear with me and exercise patience for some time. I feel let down that Mr. Mohanarangam is not exercising patience. In the next few minutes....

SHRI R. MOHANARANGAM: You were congratulating Members. I thought you had reached the final paragraph.

SHRI PARVATHANENI UPENDRA: He is a most loyal Opposition member.

MR. DEPUTY CHAIRMAN: Please have some patience.

SHRI MADHAVRAO SCINDIA: In the area of catering the casserole type meal will be further extended. But care must be taken to see that a greater spread does not result in a loss of quality. It is because of this that we are hastening slowly. On an average, 14,821 casserole meals are being sold every day as compared to 12,555 during the last year, i.e. an increase of 18 per cent. Opinion polls indicate that about 88 per cent of passengers have found the food warm and good. This was the response generally. I thank the House very much. Some hon. Members have pointed to the high cost of the casserole meals. They probably have a special non-vegetarian casserole meal in mind, which includes chicken and is priced at Rs. 13. The reason is that we wanted to ...

श्री सैयद अहमद हाशमी (उत्तर प्रदेश): वैजिटेरियन में आप आलू देते हैं आजकल शुगर की बिमारी आम है, लोग उससे एलर्जिक होते हैं, उसका इस्तेमाल नहीं करते।

[جناب سید احمد ہاشمی (اتر پردیش) : وجیٹیریئن میں آپ آلو دیتے ہیں اور آجکل شوگر کی بیماری عام ہے لوگ اس سے الرجک ہوتے ہیں - اسکا استعمال نہیں کرتے۔]

SHRI MADHAVRAO SCINDIA: We wanted to be sure that it was chicken that we are giving. We really wanted to be sure about it. The non-vegetarian food is certainly expensive. But there are other meals available at mere moderate prices to the travelling public. Strict instructions have been issued to keep a close watch on the quality of food and take deterrent action against contractors if they fail to improve. I may bring to the notice of the house that during the four months from October 1985 to January 1986, the Railways terminated licences of 29 contractors and imposed fines on 797 contractors as against 6 terminations and 286 fines imposed in the corresponding period of last year. The number of inspections has risen by almost 30 per cent. This had some effect, though there is still a lot of scope for improvement.

For the greater convenience of our users we have simplified the refund rules and reduced the number of long pending claims. (*Interruptions*) I am not yielding, Sir, because I think I am exercising the stomachs of all the Members. The number of claim cases pending over six months on 1st January 1985 was 17332. The position on 31st January 1985 was only 151, an improvement in the 13 month period, of 99.13 per cent (*Interruptions*).

Computer ticketing has also been a success in New Delhi. By March 1987 we will be covering the entire Delhi area. By the end of the financial year we will have substantially initiated computerised reservation systems both at Howrah and at Bombay and later further extend this to Madras. Shri Shanti Patel said that it was the duty of Govt. to provide cheap transport for city commuters. I quite

[ ]† Transliteration in Arabic script.

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agree. But nowhere in the world is suburban transport the responsibility of the national railway system, whether it be Soviet Union, whether it be Japan, whether it be France or the very same London Transport Authority that Dr. Shanti Patel referred to. These are independent authorities which subsidise the system through their own contributions and through direct financial grants. In India however, the railways have been landed with the baby. We have been nominated as the father of a baby no one wants to own but everyone wants to claim to have sired. I can assure the honourable Members that we will do our best to fulfil the role of an indulgent and doting parent, but with the limited sources, success can only be limited. Even for the funds that we provide with such difficulty we are criticised for. The Government of West Bengal keeps accusing the Railways of step-motherly treatment towards the Metropolitan Transport Project of Calcutta. Can I very humbly point out that in the year 1977—79 when the same party was powerful in the centre, a mere Rs. 45 crores was allotted in three years—an average of Rs. 15 crores per annum—and the project suffered from want of funds. I am proud to say that after Mrs. Gandhi's Government was installed, the entire complexion changed. In there seven years we have allotted a sum of Rs. 470 crores which averages out to approximately Rs. 70 crores per annum or five times more. What right have those who allotted such measly amounts, to accuse us of the neglect of Calcutta? At least our performance is better than the performance of a certain Government which, twelve years after the commencement of work, is still feebly trying to build the bridge across the Hooghly. My request to the honourable Members would be that the only way significant funds can be provided for the suburban projects I would like to share my problems—these suburban projects most vital to growing cities—is by joining hands in a cooperative effort. Crores of rupees are required for Delhi, Calcutta, Bombay and Madras, and crores will be required for cities like Hyderabad, Ahmedabad and Bangalore. Several Members made reference to this—Mr. Mohanarangam, Mr. Ramaswamy, Mr. Thangabalu. There is no way by which these requirements can be met by one single agency. We must join together in a consortium for independent cities where various agencies fund these projects. For instance, in the construction of Mankhurd—Belapur link so graciously announced by the Prime Minister, the Maharashtra Government proposes to float bonds through CIDCO so as to finance their area of responsibility which amounts approximately to about Rs. 110 crores. A similar exercise could be put into motion in other cities where local and State agencies contribute along with the Railways and other Central Ministries and the large employers in such cities who benefit from this cheap transport. The consortium approach seems to be the only wayout. I would request honourable Members to press this idea with their respective State Governments. We would welcome and we would fully oblige the State Governments with whatever cooperation we can give to them.

SHRI PARVATHANENI UPENDRA: I myself made this suggestion, but who will take the lead? Will the Railway Ministry take the lead?

SHRI MADHAVRAO SCINDIA: Well, the nodal Ministry is the Urban Development Ministry. We have already sent our proposals to them. We are trying to activate that. This is the way, I think, we should work. Incidentally, Sir, one hon. Member referred to the meagre allocation made for the Mankhurd-Belapur Link. I would like to explain that our area of responsibility in this project are car sheds and rolling stock which will be provided only after the construction of the Thane-Creek Bridge and once the construction of the rail infrastructure gathers pace. And I would like to assure the hon. Member that after the Maharashtra Government provides the funds for their area of responsibility and this work gathers speed, the Railways will not allow itself to become a cause for any delay whatsoever and sufficient allocations will be made at the appropriate time.

Sir, the success of the Railway exercise really depends on the full-cooperation of

the travelling public. And special drives have been carried out against alarm chain pulling, hose-pipe disconnection and ticketless travel. Vigilance checks have also been increased by 25 per cent and major penalty proceeding initiated against 171 staff members against 66 last year. A new Railway Act is also on the anvil.

Finally, Sir, I would like to cover a most important aspect of Railway working—last but certainaly not the least, and that is the safety aspect. To begin wih, Sir, I very much have to express my regret to the House and inform them about two accidents that have taken place. Yesterday evening an accident took place on the North-Eastern Railway in the Barauni-Kathihar section in Khagaria station where two passengers suffered grievous injurious and 34 suffered minor injuries. One person was killed. But he was trespassing across the track. He was not a passenger. This is the *prima facie* report. We will conduct a full enquiry into this and those responsible will certainly be acted against, This accident has caused us, as all accidents do, great anguish, and I assure the House that we will redouble our efforts in this regard. There has also been a fire in an EMU train in Delhi area in the Northern Railway area today. I think, seven or eight persons have received minor injuries. The *prima facie* cause of the accident seems to be that some people were carrying inflammable fuel and there were people smoking in that particular area. This seems to be the *prima facie* cause of the accident. This again highlights the aspect of co-operation required from the travelling public.

Sir, constant monitoring, safety procedures, mobile safety teams, group discussions and seminars have helped create greater safety consciousness amongst railwaymen. I cannot express, as I said, the anguish that we all feel whenever such an accident occurs. Some talked of level crossing accidents. As far as level crossing accidents per million train kilometres are concerned, the incidence of such accidents—I think, possibly, the House would be suprised to know—are lower on the Indian Railway when compared to the United Kingdom, Germany, France, Japan Pakistan and the United States. However, I am not taking cover behind these figures. We are not happy with the situation. And we must improve further. We are trying to improve the facilities, the already existing facilities also. A new low cost self-operated safety barrier which ensures that one boom on each side is closed has been tried out successfully in the South. Let us hope that it meets with the same success in Bihar and UP.

SHRI MAHENDRA MOHAN MISHRA (Bihar). Why do you talk only of Bihar and UP? बड़ी-बड़ी और अच्छी गाड़ियां बम्बई, कलकत्ता आदि बड़े शहरों को ही दी जाती हैं। बिहार और उत्तर प्रदेश को ही आप इसमें क्यों शामिल कर रहें है ?

SHRI MADHAVRAO SCINDIA: And my area also. I would also like to include my area. (Interupsions)

MR. DEPUTY CHAIRMAN: Please sit down. Mr. Minister, you may continue.

SHRI MADHAVRAO SCINDIA: Sir, I am glad to inform the House that after many years for the first time the number of train accidents have actually declined from 741 between April to February 1984-85 to 676 during the same period in the current year. Sir, the number of train accidents should also be related to the train kilometres moved. The safety performance on the international scene is judged by the incidents of major accidents per million train kilometres. Viewed this way also, the safety performance has improved and train accidents per million train kilometres fell from 1.63 to 1.51. After many years the number of accidents has actually decreased, though, in my opinion, it is still too early to suggest that a reversal of the trend has set in. I would like to make this judgment only after a longer period has elapsed. I can assure the hon Members that though I have dealt with this subject the last, it does happen to be the aspect uppermost in our mind. No effort will be spar-

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ed to co tain such accidents and the sternest action will be taken against those found responsible.

Sir, April 10, 1853 is one of the most significant days in the recorded history of India. It was on this day that the first railway train ran from Bombay to Thane, a distance of 20 miles, heralding the arrival of a catalyst that has brought about momentous changes in every sphere of national life—economic, political, social and cultural. The coming of railways helped in the removal of centuries-old shackles, which were hindering the country's progress towards modernity. It ended the stationary state of India. It set in motion profound socio-economic changes that not merely helped in the development of the country's resources, but in stimulating the vitality of Indian society from its very foundations.

Railways undoubtedly helped in making India a nation. They encompassed in their network the Panjabi and the Tamilian, the Bengali and the Saurashtrian, the Hindu and the Muslim, the Sikh and the Christian. They laid the basic network for the creation of an Indian outlook and paved the way for the formation of a united India. They helped give material shape to an idea prevalent in its abstract from from the days of Ashoka and Chhatrapati Shivaji.

Today, we are the inheritors of a glorious legacy. We are living in the midst of some of the most exciting and significant times in the country's ago-old history. Under the leadership of our Prime Minister, Shri Rajiv Gandhi the nation is engaged in the gigantic task of building a society wherein the words of Mahatma Gandhi, "we can wipe every tear from every eye", a society in which every citizen, particularly the Harijan, the Adivasi and the Sarvahara will have at least two square meals a day, clothes to wear and roof over his head; a society where caste, religion or language will not divide but unite people. Their is determination to build an India that is strong, united and selfreliant; a culturally enlightened India that is second to none in industrial development, scientific research and technological innovation; the ideal example of an ideal synthetic between the old and the new. Every undertaking—public and private has been called upon to take part in this noble task. This spine-tingling challenge involving 700 million people, overshadows all sentiments of ego and identity. We are engaged in building this new India, brick by brick, line upon line, and in the Railways we rejoice in being a participant in this grand enterprise and rededicate ourselves to the fulfilment of these great ideals.

Thank you.

SHRI R. MOHANARANGAM: Sir, he has not mentioned anything about the allocation for rapid transit system for Madras. (*Interruptions*).

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2.30 p.m.

The House then adjourned for lunch at fifty minutes past one of the clock.

The House reassembled after lunch at thirty-two minutes past two of the clock, Mr. Deputy Chairman in the Chair.

STATEMENT BY MINISTER

Re. concessions to pensioners who were in permanent pensionable service on 30th September, 1938.

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM): Mr. Deputy Chairman, Sir, on the introduction of the Liberalised Pension Rules, 1950, the Government servants, who were in permanent pensionable service on September 30, 1938, were allowed the following options:

(a) coming on the new pension scheme i.e., to receive pension at 30/80 of emoluments plus death-cum-retirement gratuity; or